

Capsule Summary

Inventory No. CARR-13

Union Bridge Station, Western Maryland Railway Company
41 N. Main Street
Carroll County, MD
Ca. 1902
Access: Private

Note: This documentation is an update to the National Register documentation completed in 1976.

This 1902 Western Maryland Railway Company (WMR) facility is located at the north end of the small town of Union Bridge, MD. The complex includes three buildings, all facing the railroad tracks to the south. Two gable-roofed brick buildings, a two-story railway company office to the east and a one-story passenger station to the west, are separated by a breezeway containing a small one-story wood-frame baggage room. A continuous shed-roofed porch shelters the entire south side of the complex. The train platform is paved in brick. Two brick buildings, a passenger station and an office building, comprise the main structures in this facility. A wood frame express or baggage shed is located between the two buildings under the porch roof that runs continuously along the south, or trackside of the complex.

The Western Maryland Railway Company's Union Bridge Station was a stylish facility when it was built in 1902. The company's move west from Baltimore to establish its main office in midwestern Maryland reflects its confidence in the western extensions of the railway.

Maryland Historical Trust Maryland Inventory of Historic Properties Form

Inventory No. CARR-13

1. Name of Property (indicate preferred name)

historic Union Bridge Station, Western Maryland Railway Company (pref.) update to NR documentation
other Western Maryland Railway Historical Society, Incorporated

2. Location

street and number 41 N. Main Street not for publication
city, town Union Bridge vicinity
county Carroll

3. Owner of Property (gives names and mailing addresses of all owners)

name Western Maryland Railway Historical Society, Incorporated
street and number P.O. Box 395 telephone (410) 775-0150
city, town Union Bridge state MD zip code 21791

4. Location of Legal Description

courthouse, registry of deeds, etc. Carroll Co. Courthouse liber 2178 folio 661
city, town Westminster tax map 800 tax parcel 309 tax ID number

5. Primary Location of Additional Data

☐ Contributing Resource in National Register District
☐ Contributing Resource in Local Historic District
☒ Determined Eligible for the National Register/Maryland Register
☐ Determined Ineligible for the National Register/Maryland Register
☐ Recorded by HABS/HAER
☐ Historic Structure Report or Research Report at MHT
☐ Other:

6. Classification

Category	Ownership	Current Function		Resource Count	
<input type="checkbox"/> district	<input type="checkbox"/> public	<input type="checkbox"/> agriculture	<input type="checkbox"/> landscape	Contributing	Noncontributing
<input checked="" type="checkbox"/> building(s)	<input checked="" type="checkbox"/> private	<input type="checkbox"/> commerce/trade	<input checked="" type="checkbox"/> recreation/culture	3	buildings
<input type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> defense	<input type="checkbox"/> religion		sites
<input type="checkbox"/> site		<input type="checkbox"/> domestic	<input type="checkbox"/> social		structures
<input type="checkbox"/> object		<input checked="" type="checkbox"/> education	<input checked="" type="checkbox"/> transportation		objects
		<input type="checkbox"/> funerary	<input type="checkbox"/> work in progress	3	0 Total
		<input type="checkbox"/> government	<input type="checkbox"/> unknown		
		<input type="checkbox"/> health care	<input type="checkbox"/> vacant/not in use		
		<input type="checkbox"/> industry	<input type="checkbox"/> other:		

Number of Contributing Resources
previously listed in the Inventory

1

7. Description

Inventory No. CARR-13

Condition

<input checked="" type="checkbox"/> excellent	<input type="checkbox"/> deteriorated
<input type="checkbox"/> good	<input type="checkbox"/> ruins
<input type="checkbox"/> fair	<input type="checkbox"/> altered

Prepare both a one paragraph summary and a comprehensive description of the resource and its various elements as it exists today.

Summary:

Two brick buildings, a passenger station and an office building, comprise the main structures in this facility. A wood frame express or baggage shed is located between the two buildings under the porch roof that runs continuously along the south, or track side of the complex.

Description:

This 1902 Western Maryland Railway Company (WMR) facility is located at the north end of the small town of Union Bridge, MD. The complex includes three buildings, all facing the railroad tracks to the south. Two gable-roofed brick buildings, a two-story railway company office to the east and a one-story passenger station to the west, are separated by a breezeway containing a small one-story wood-frame baggage room. A continuous shed-roofed porch shelters the entire south side of the complex. The train platform is paved in brick.

The Western Maryland Railway Historical Society, Inc. (WMRHS), owner of the buildings, uses the office building as a museum on the first floor and as archival, meeting, and office space on the second floor. The WMRHS is currently restoring the passenger station.

Both main buildings rest on cut limestone foundations pointed in red mortar and capped by granite water tables. The red brick walls are laid in 5:1 common bond. The jack-arched windowheads are accented with white limestone keystones and sills. The office building roof is covered with the original red fox ceramic tile and terra cotta cresting. The passenger station has been reroofed with asphalt shingles. Each building has two brick chimneys, one at either gable end.

The office building's east gable end faces Main St. The entrance is centered on the south façade of the seven-bay by two-bay structure. The main door, composed of five slightly raised horizontal panels, is topped by a three-light transom. A 6/1 window appears at the second floor level above the entrance. The north side's central bay has a 4/1 window at the first floor level and a 2/1 window on the second floor. Each end of the north and south facades features identical fenestration: a 6/1 window flanked by 4/1 windows on the first floor, with similar windows joined by bracketed architraves on the second floor. A brick belt course unites the second floor window sills.

The east and south elevations are lit by 6/1 windows. In either gable a set of three arched openings has a brick panel centered between 4/4 windows. A deep cornice running around the eaves is tiled across the gable ends. Small windows along the north side of the foundation light the cellar.

The office building's floor plan consists of a central entry hall and stairway flanked by one large room to the west and three smaller rooms to the east. According to architect Jackson C. Gott's 1902 set of plans, preserved in the WMRHS archives, the west room, designated the

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. CARR-13

Name Union Bridge Station, Western Maryland Railway Co.

Continuation Sheet

Number 7 Page 1

"General Office", originally had two small rooms partitioned off the west end for a "Chief Clerk" and a "Store Room". The east end's north room served as a "Draughting Room", while the two south rooms were an "Ante-Room" and an office for the "Master of Mach'y". The WMRHS sales office now occupies the Ante-room. Museum displays fill the remaining space. The stair is enclosed beneath the handrail with narrow beaded-board wainscoting. The second floor level has a large room at either end.

The office building's cellar also houses WMR items. The cellar's construction includes stone-arched doorways.

The passenger station also measures two bays deep by seven bays long. Brick quoins finish the corners. A wide cornice set with modillions accents the eaves line and crosses the gable ends.

A projecting bay window that housed the telegraph operator's room occupies the equivalent of three central bays on the building's south side. Above the bay window's low brick wall three 9/1 sash windows are flanked by two 6/1 windows at either end. A brick cross-gable rises from the roof slope above the bay window. A central 3/1 window is accompanied by a 2/1 window to either side. An oval ventilation opening in the top of the gable has four keystones: one at each of the cardinal points. A similarly fenestrated cross-gable is centered in the opposite, or north, side, but in this case it appears above a slightly projecting section. The first floor has a central 3/1 window with a 4/1 window at either side. Entrances are located on either side of the central projecting bay on both the north and south elevations. 6/1 sash windows occupy the remaining bays. A blind niche flanked by quarter-circle louvered vents is set in either gable end.

The central telegraph operator's room also served as a ticket office at the rear, with interior sales widows at the east and west end. Behind this room a passage provides access between the "Female Waiting Room" to the west and the "Male Waiting Room" to the east. Restrooms serving the respective waiting rooms are located behind the passage. A fireplace with an elaborate mantel provided a decorative focal point at the end of either waiting room. The main heating device was actually a freestanding round radiator. An acetylene generator operated gas lights.

The baggage room is covered by the platform roof on the south side and by a hip roof at the north. Doors in the north and south entrances are composed of four panels filled with diagonal narrow beaded boards. Two six-pane windows protected by iron grilles light the west side. Narrow board siding sheathes the structure.

The platform roof is covered with standing-seam metal. Brackets supporting the decorative roof trusses rest on stone corbels.

Architect Gott's specifications dictated the best materials for the WMR station. He required "best hard run of kiln Berlin Junction bricks" from a nearby Pennsylvania company; "selected white Baltimore County limestone, free from blue streaks" for the windowsills and

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Maryland Inventory of Historic Properties Form

Inventory No. CARR-13

Name Union Bridge Station, Western Maryland Railway Co.

Continuation Sheet

Number 7 Page 2

keystones; and particular types of lumber such as Gulf cypress, heart Georgia pine, and Virginia yellow pine for specific structural elements.

Station signs, track signals, and baggage wagons contribute to the historic appearance of the complex. The buildings are well-maintained in nearly original condition by the dedicated members of the WMRHS.

8. Significance

Inventory No. CARR-13

Period	Areas of Significance	Check and justify below
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> archeology	<input type="checkbox"/> education
<input type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> architecture	<input type="checkbox"/> engineering
<input checked="" type="checkbox"/> 1900-1999	<input type="checkbox"/> art	<input type="checkbox"/> entertainment/
<input type="checkbox"/> 2000-	<input checked="" type="checkbox"/> commerce	<input type="checkbox"/> recreation
	<input type="checkbox"/> communications	<input type="checkbox"/> ethnic heritage
	<input type="checkbox"/> community planning	<input type="checkbox"/> exploration/
	<input type="checkbox"/> conservation	<input type="checkbox"/> settlement
		<input type="checkbox"/> health/medicine
		<input type="checkbox"/> industry
		<input type="checkbox"/> invention
		<input type="checkbox"/> landscape architecture
		<input type="checkbox"/> law
		<input type="checkbox"/> literature
		<input type="checkbox"/> maritime history
		<input type="checkbox"/> military
		<input type="checkbox"/> performing arts
		<input type="checkbox"/> philosophy
		<input type="checkbox"/> politics/government
		<input type="checkbox"/> religion
		<input type="checkbox"/> science
		<input type="checkbox"/> social history
		<input checked="" type="checkbox"/> transportation
		<input type="checkbox"/> other: _____

Specific dates	1902	Architect/Builder	Jackson C. Gott
Construction dates	1902		

Evaluation for:

☐ National Register ☐ Maryland Register ☒ not evaluated

Prepare a one-paragraph summary statement of significance addressing applicable criteria, followed by a narrative discussion of the history of the resource and its context. (For compliance projects, complete evaluation on a DOE Form – see manual.)

Note: This documentation is an update to the National Register documentation completed in 1976.

Summary:

The Western Maryland Railway Company's Union Bridge Station was a stylish facility when it was built in 1902. The company's move west from Baltimore to establish its main office in midwestern Maryland reflects its confidence in the western extensions of the railway.

Significance:

The Western Maryland Railway Company (WMR) was established in 1852. The company's primary investors were residents of Carroll County. The railroad line was completed to Union Bridge in 1862. The WMR provided the main supply route for the Battle of Gettysburg in July, 1863. Supplies were transported 20 miles from the railroad terminus at Union Bridge to Gettysburg by wagon. The WMR was also the main transportation route for battlefield casualties.

In 1864 the WMR built shop facilities in Union Bridge. In 1871 the WMR was extended to Thurmont, and in 1872 the line reached Hagerstown. In 1873 the railroad linked the C&O Canal at Williamsport with Baltimore. The WMR offices were moved to Union Bridge in a new facility built in 1902. The railroad eventually extended west to Connellsville, PA, and to southern WV, and connected with other railroad lines throughout the east coast.

After Tropical Storm Agnes washed out sections of the track in 1972 the WMR operated in a limited fashion until the company dissolved in 1983. The Maryland Midland Railway (MMR) purchased a major section of the route and continues operating as a freight line.¹

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Name Union Bridge Station, Western Maryland Railway Co.
Continuation Sheet

Number 8 Page 1

The Western Maryland Railway Historical Society (WMRHS) was founded in 1967 to preserve the history of the WMR. The Society placed the WMR office building on the National Register of Historic Places and opened a museum of railroad artifacts in the building. The WMRHS has also acquired the passenger station and is currently restoring the structure through the efforts of Society volunteers. The group maintains extensive archives and sponsors excursion trips in cooperation with the MMR.

The WMR was economically important to Carroll County and points west for providing an outlet for farm products, manufactured goods, and quarried stone. The railroad facilitated development of western Maryland from the 1860's through the mid-20th century.

The WMR provided transportation for freight as well as passengers. This line contributed to recreational pursuits when Pen Mar Park was developed on South Mountain in the late 1800's.

The WMR complex at Union Bridge surpasses other railroad stations through the building of two related structures rather than a single station. The late Victorian/Classical Revival detailing and use of high-quality materials reflect the importance of this company showpiece.

Note: For Historical Context please refer to *A Transportation History of Mid-Maryland*, a Maryland Historical Trust grant funded context development project administered through The Catocin Center for Regional Studies, 2002-2003.

9. Major Bibliographical References

Inventory No. CARR-13

- All Aboard for a Ride on the Former Main Line of the Western Maryland Railway. Western Maryland Railway Historical Society, Union Bridge, Md.
- Gott, Jackson C., Plans and Specifications for the Passenger Station, Baggage Room, and Office Building at Union Bridge, Md, for the Western Maryland Railway Company, 1902. (Archives, Western Maryland Railway Historical Society, Union Bridge, Md.)
- Killough, Edward M. History of the Western Maryland Railway Company. Baltimore, Maryland, 1940.
- Williams, Harold A. The Western Maryland Railway Story- A Chronicle of the First Century 1852-1952. Baltimore, Maryland, 1952.
-

10. Geographical Data

Acreage of surveyed property 24,972 sq. feet

Acreage of historical setting 2 acres

Quadrangle name Union Bridge Quadrangle scale 1:24,000

Verbal boundary description and justification

The acreage is the same as that which was recorded in the National Register nomination for this property in 1976.

11. Form Prepared by

name/title Merry Stinson, Architectural Historian

organization Paula S. Reed & Associates, Inc. date May, 2003

street & number 105 N. Potomac Street telephone 301-739-2070

city or town Hagerstown state Maryland

The Maryland Historic Sites Inventory was officially created by an Act of the Maryland Legislature to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 supplement.

The survey and inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

return to: Maryland Historical Trust
DHCD/DHCP
100 Community Place
Crownsville, MD 21032-2023
410-514-7600

Maryland Historical Trust Maryland Inventory of Historic Properties Form

Inventory No. CARR-13

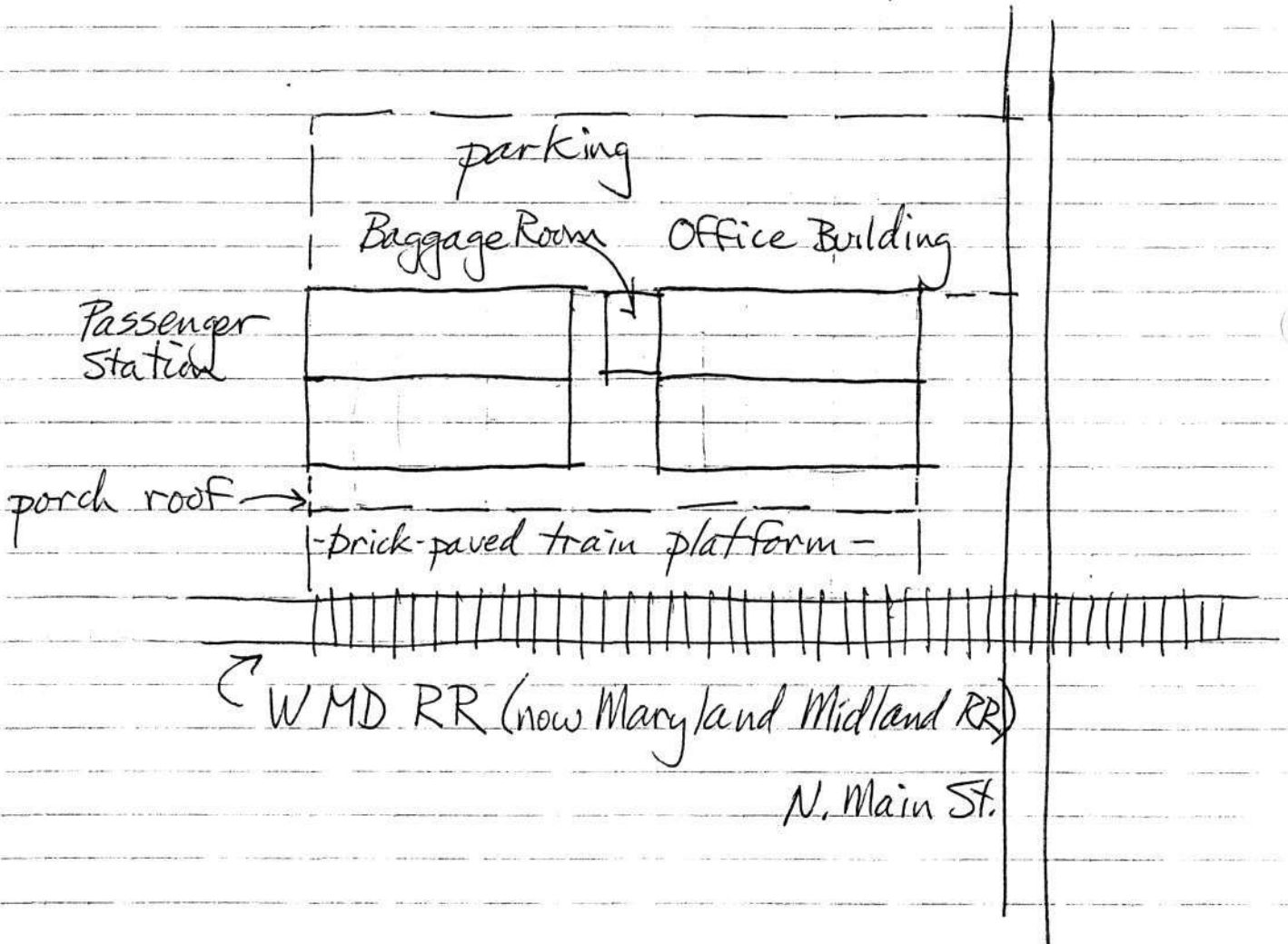
Name Union Bridge Station, Western Maryland Railway Co.
Continuation Sheet

Number 9 Page 1

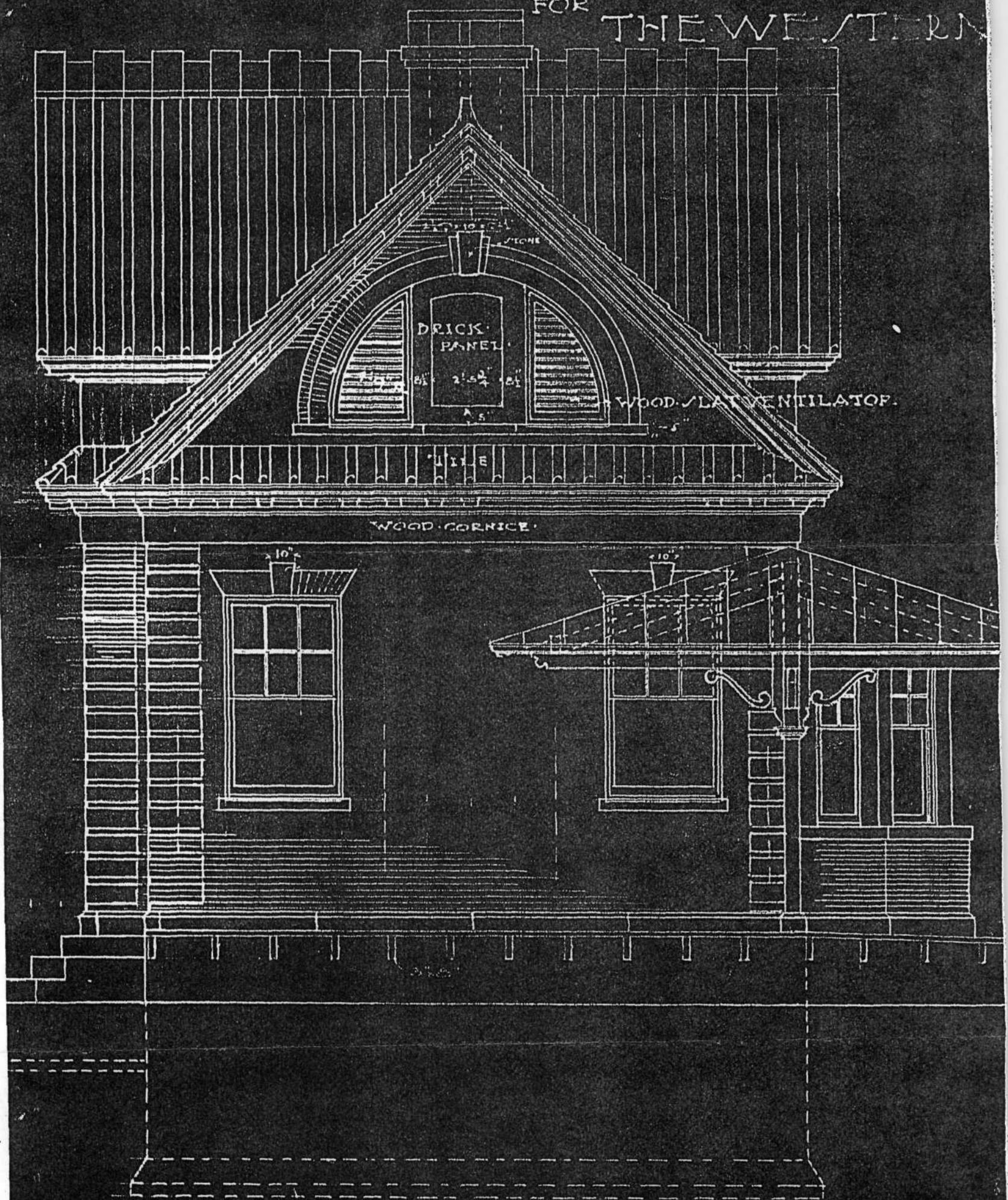
¹ WMRHS, All Aboard for a Ride on the Former Main Line of the Western Maryland Railway (Union Bridge, MD, undated).

CARR-13: Union Bridge Station,
Western Maryland Railway
Union Bridge MD 6/1/2003
Merry Stinson

Site Plan:

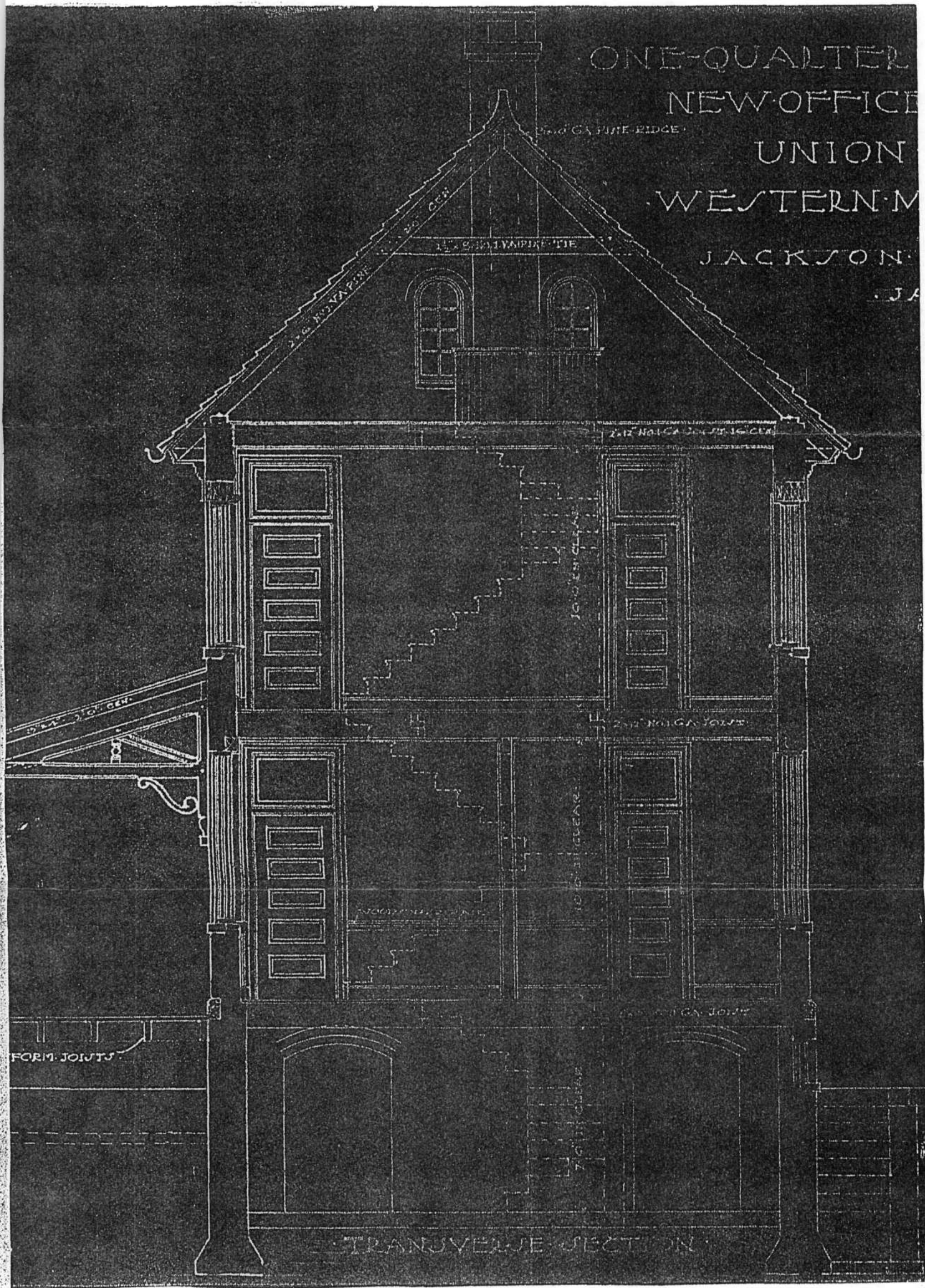


ONE-QUARTER INCH SCALE PLANS FOR
FOR THE WESTERN



END ELEVATION
OPPOSITE SIDE TO BE THE REVERSE OF THIS

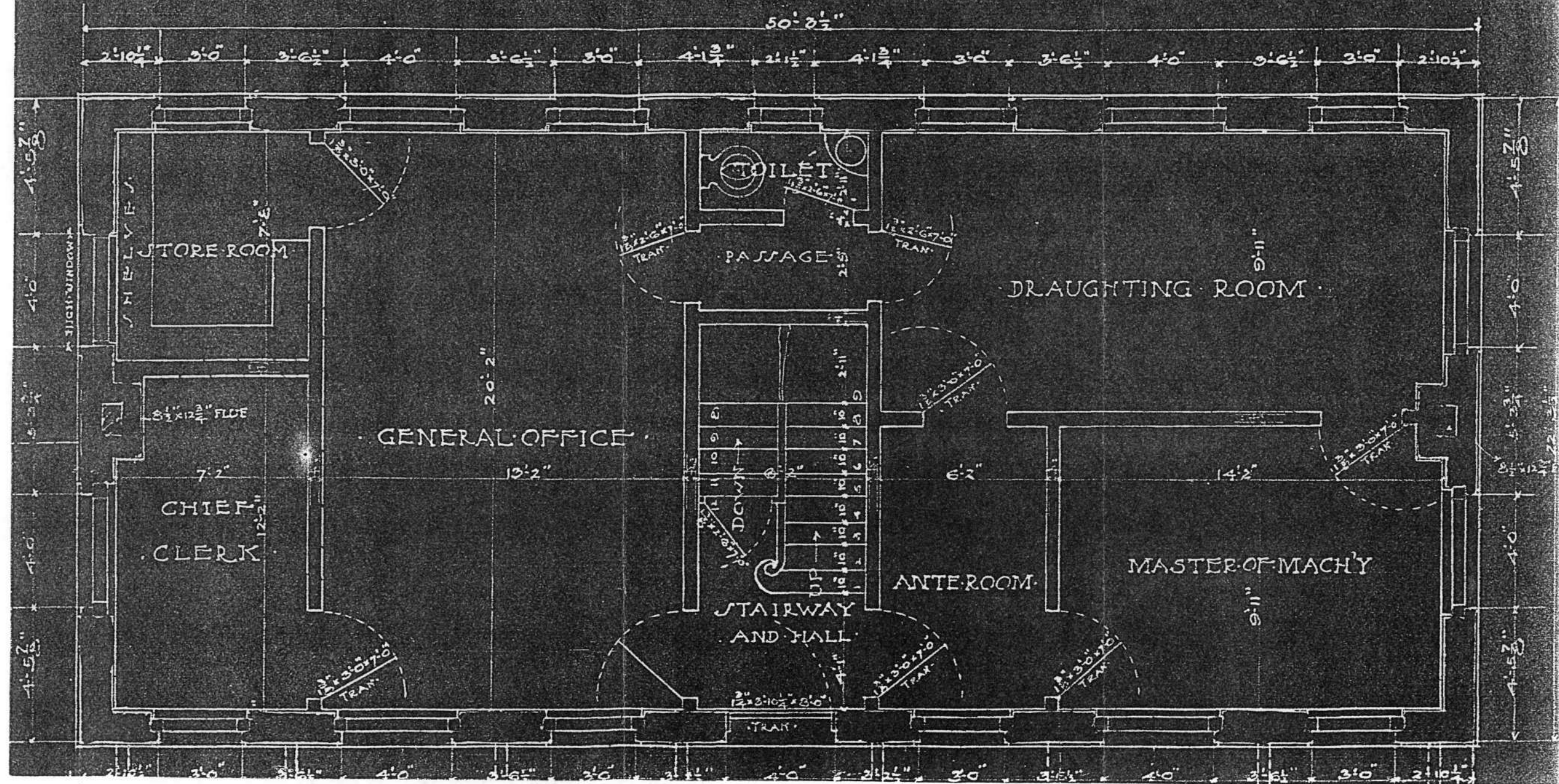
CARR-13 Union Bridge Station, WMR
1902 plans: passenger station
Union Bridge, Carroll Co., MD
1/4" scale



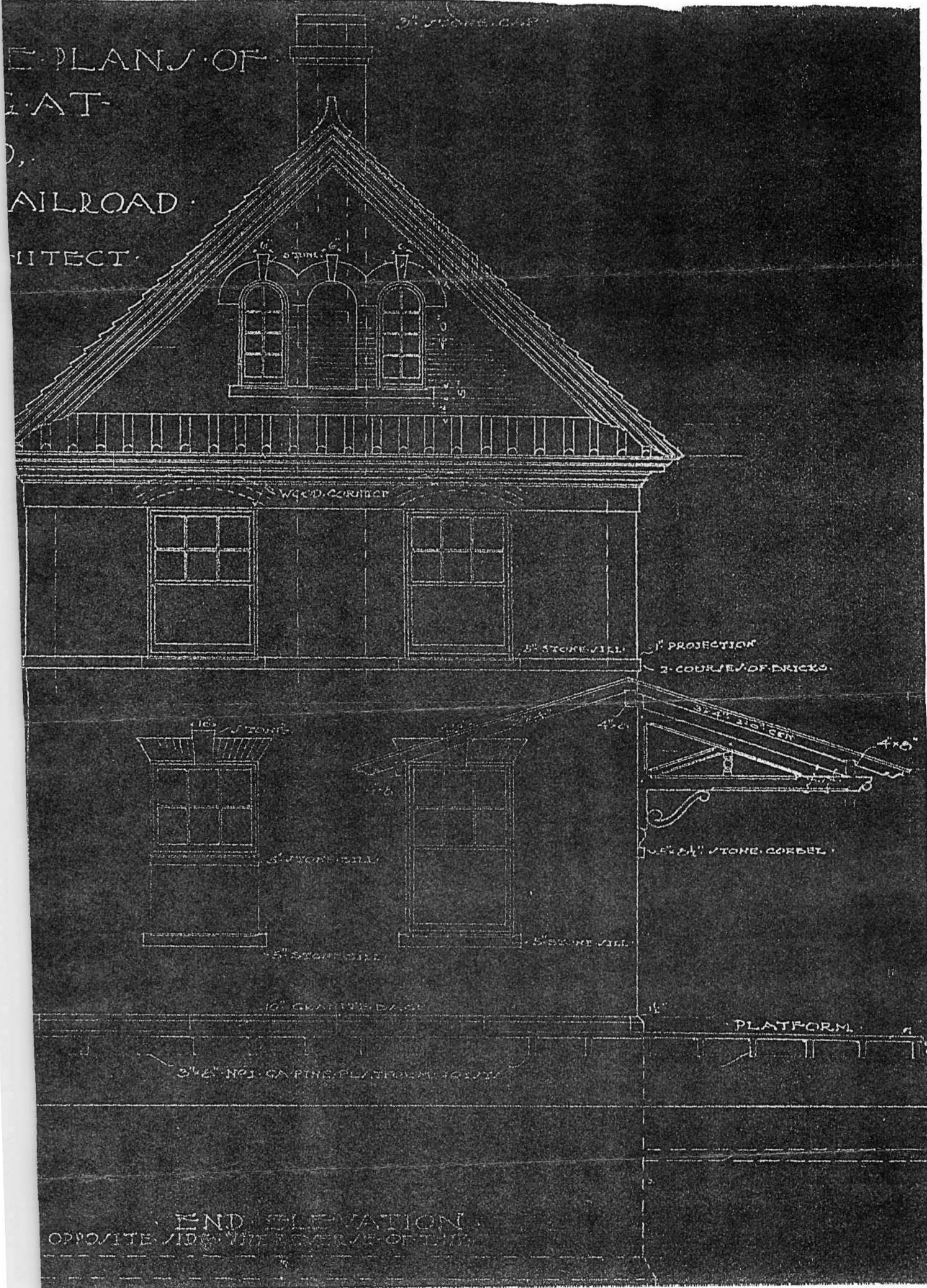
CARR-13 Union Bridge Station, WMR
1902 plans: office building
Union Bridge, Carroll Co., MD

PLANS FOR NEW OFFICE BUILDING - UNION BRIDGE
THE WESTERN MARYLAND RAILROAD
JACKSON C. GOTT ARCHITECT

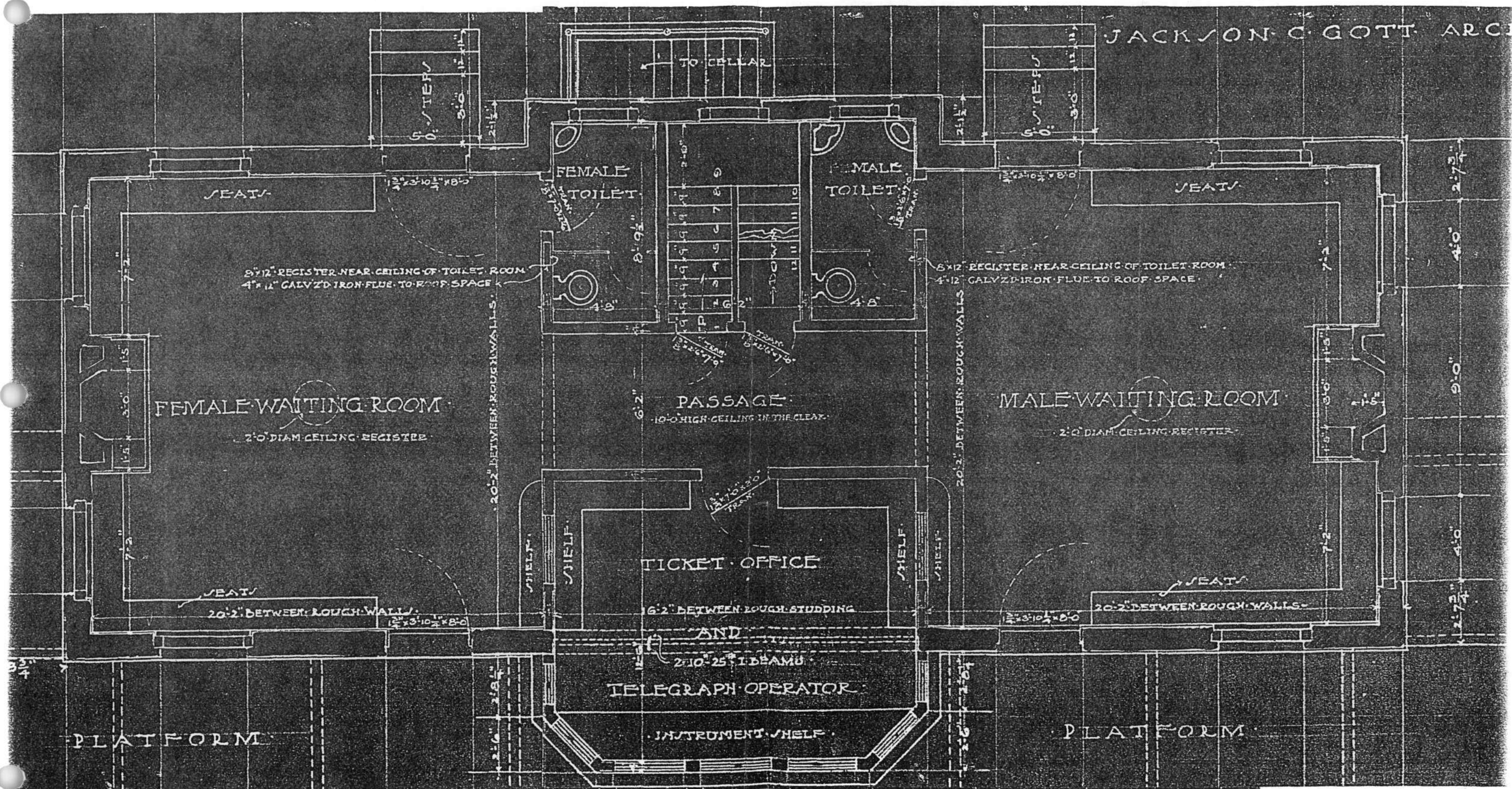
JAN 19



CARR-13 Union Bridge Station, WMR
1902 plans: office building 1/4" scale
Union Bridge, Carroll Co., MD

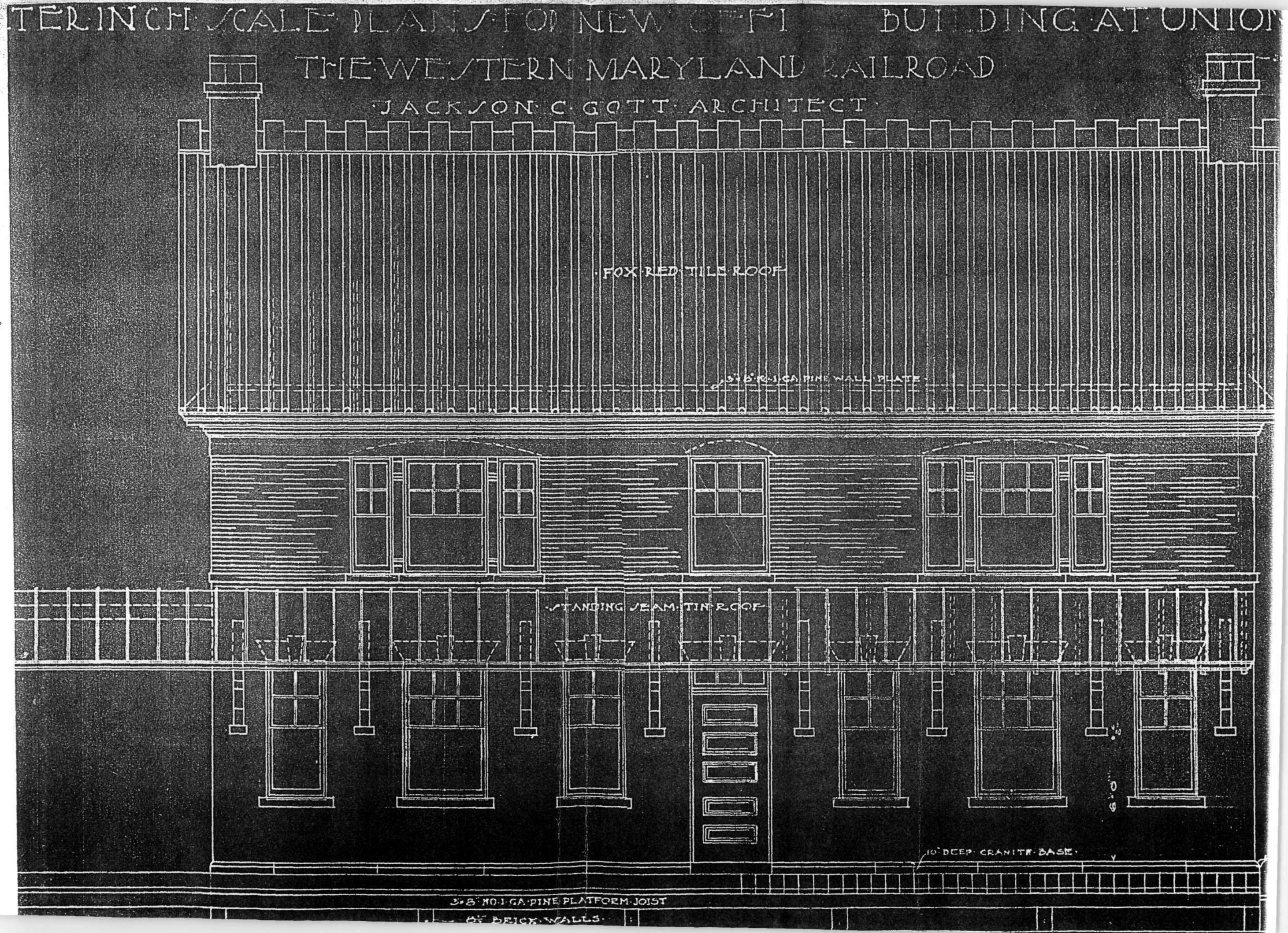


CARR-13 Union Bridge Station, WMR
1902 plans, office building 1/4" scale
Union Bridge, Carroll Co., MD

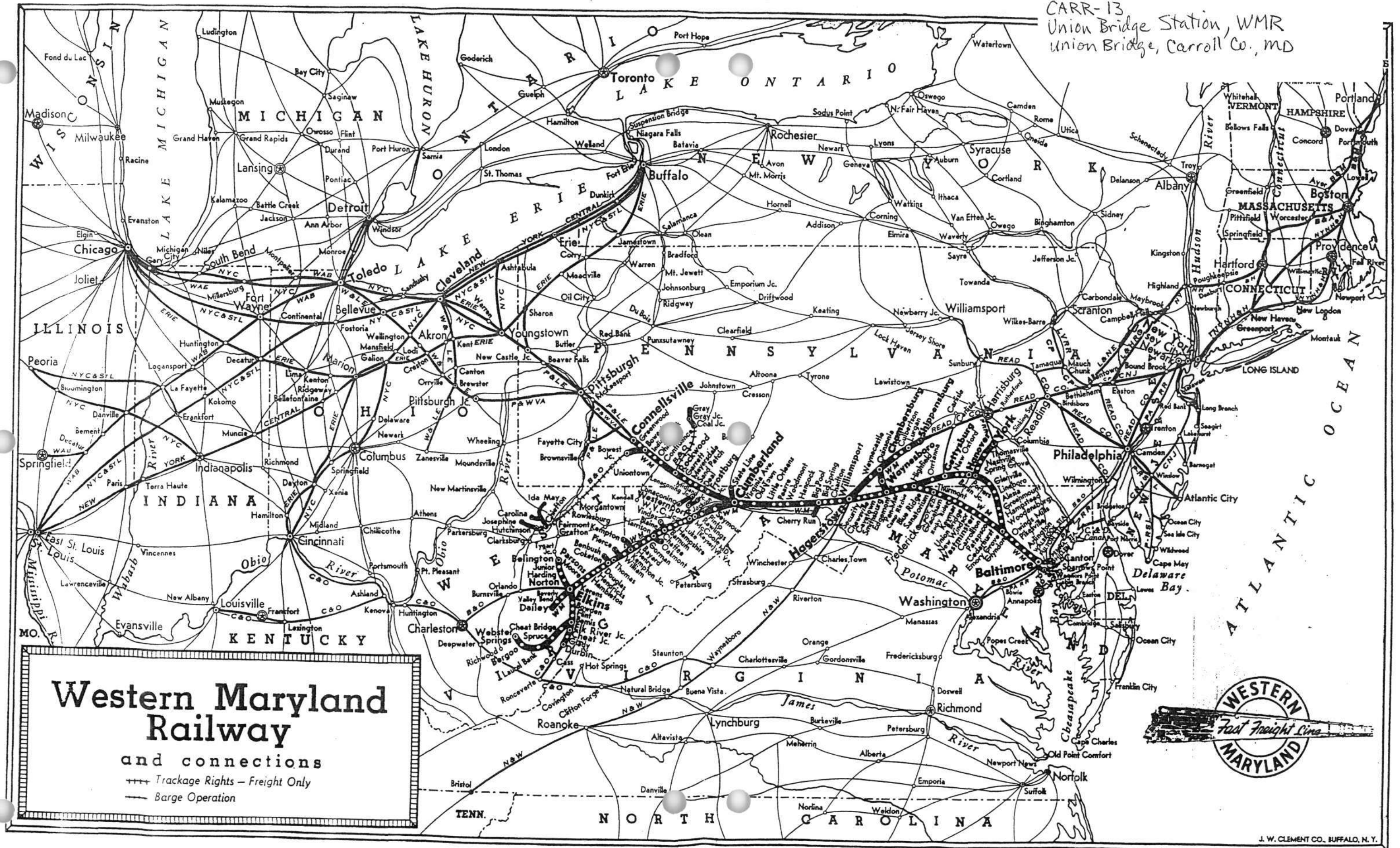


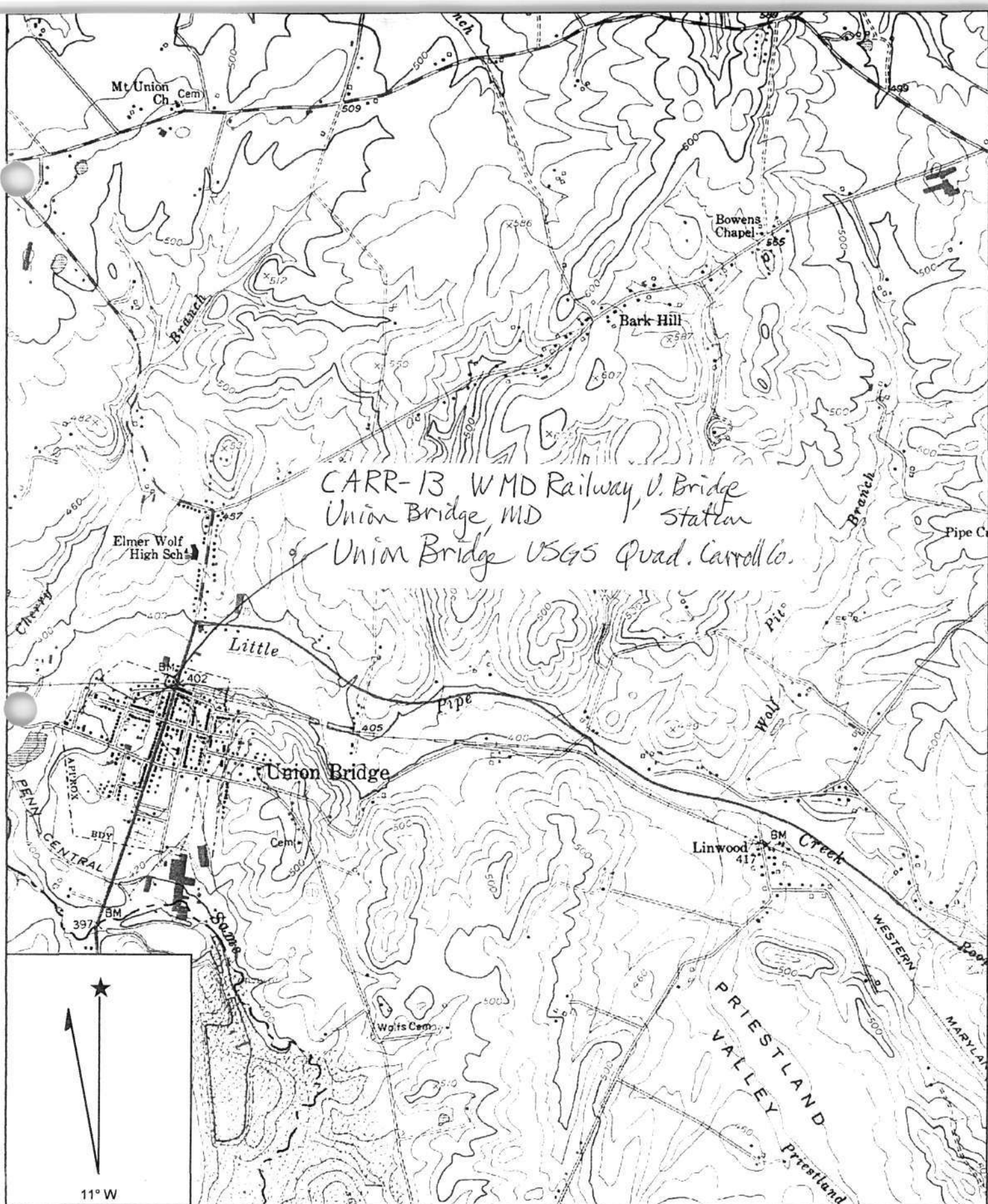
CARR-13 Union Bridge Station, WMR
1902 plans: passenger station
Union Bridge, Carroll Co., MO 1/4" scale

CAR-13 Union Bridge Station, WMR
1902 plans: office building
Union Bridge, Carroll Co., MD
1/4" scale



CARR-13
Union Bridge Station, WMR
Union Bridge, Carroll Co., MD





Name: UNION BRIDGE
Date: 7/7/2003
Scale: 1 inch equals 2000 feet

Location: 039° 34' 25.7" N 077° 09' 32.1" W

CARR-13

Union Bridge Station, Western Maryland Railway Company

Main Street (MD 35) & Railroad Avenue

Jennifer K. Cosham, 20 April 2006





CARR-13
Union Bridge (W MD Rwy) Station

CARR Co MD

Merry Stinson 3/03

MD SATO

Selev.

1/13



CARR-13
Union Bridge Station, WMR
CARR CO MD
Merry Stinson 3/03
MD 15#AD
office building, s elev

2/13



CARR-13
Union Bridge Station, WMR
CARR 10 MD
Merry Stinson 3/03
MD IS#PO
passenger station, w/s elev

3/13



CARR-13
Union Bridge (WMD Rwy) Station
CARR Co. MD
Merry Stinson 3/03
MD SHPO
office building, S & E elev.

4/
13



CARR-13
Union Bridge Station, WMR
CARR CO MD
Merry Stinson 3/03
MD SHPO
N. elev.

5/13



UNION BRIDGE

CARR-13
Union Bridge (WMD Rwy) Station

CARR-13 MD

Merry Stinson 3/03

MD S#PO

passenger station, elev

6/13



CARR-13
Unim Bridge Station, WMR
CARR CO MD
Merry Stinson 3/03
MD SHPO
passenger station, N. elev.

7/13



WESTERN MARYLAND RAILWAY

CARR-13

Union Bridge Station, WMR

CARR CO MD

Merry Stinson 3/03

MD SHPO

passenger station, Welen

8/13



RAILWAY EXPRESS AGENCY

CARR-13
Union Bridge Station, WMR
CARR CO JMD
Merry Stinson 3/03
MD | SHPO
REA shed, W & Selev.

9/
13



CARR-13

Union Bridge Station, WMR
CARR CO JMD

Merry Stinson 3/03
MD SHPO

10/
13



A black and white photograph of a stone tunnel entrance. The tunnel is constructed from rough-hewn stone blocks and features a brick-lined archway at the entrance. Two informational signs are mounted on the wall inside the arch. The left sign reads 'TRAIN No 21 Accommodation FOR UNION BRIDGE'. The right sign lists destinations: 'TRA. WESTMINSTER NEW WINDSOR UNION BRIDGE KEYMAR HAGERSTOWN'. The floor is paved with dark, rectangular tiles. A glass display case is visible on the right side of the frame.

TRAIN No 21
Accommodation
FOR
UNION BRIDGE

TRA.
WESTMINSTER
NEW WINDSOR
UNION BRIDGE
KEYMAR
HAGERSTOWN

CARR-13
Union Bridge Station, WMR
CARR CO MD
Merry Stinson 3/03
MD SHPO
cellar, office building

11/13



CARR-13
Union Bridge Station, WMR
CARR CO JMD
Merry Stinson 3/03
MD SHPO

12/
13



CARR-13
Unim Bridge Station, WMR
CARR CO JMD
Merry Stinson 3/03
MD SHPO
Passenger Station Mantel

13/13

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICENATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM

FOR NPS USE ONLY

RECEIVED

DATE ENTERED

SEE INSTRUCTIONS IN *HOW TO COMPLETE NATIONAL REGISTER FORMS*
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS**1 NAME**

HISTORIC

UNION BRIDGE STATION, WESTERN MARYLAND RAILWAY COMPANY

AND/OR COMMON

Western Maryland Railway Historical Society, Incorporated

2 LOCATION

STREET & NUMBER

north end of Main Street (MD 35)

NOT FOR PUBLICATION

CITY, TOWN

Union Bridge

CONGRESSIONAL DISTRICT

Sixth

STATE

Maryland

VICINITY OF
CODE

COUNTY

Carroll

ZIP CODE

21791

3 CLASSIFICATION

CATEGORY

☐ DISTRICT☒ BUILDING(S)☐ STRUCTURE☐ SITE☐ OBJECT

OWNERSHIP

☐ PUBLIC☒ PRIVATE☐ BOTH

PUBLIC ACQUISITION

☐ IN PROCESS☐ BEING CONSIDERED

STATUS

☒ OCCUPIED☐ UNOCCUPIED☐ WORK IN PROGRESS

ACCESSIBLE

☒ YES: RESTRICTED☐ YES: UNRESTRICTED☐ NO

PRESENT USE

☐ AGRICULTURE☒ COMMERCIAL☐ EDUCATIONAL☐ ENTERTAINMENT☐ GOVERNMENT☐ INDUSTRIAL☐ MILITARY☒ MUSEUM☐ PARK☐ PRIVATE RESIDENCE☐ RELIGIOUS☐ SCIENTIFIC☒ TRANSPORTATION☐ OTHER**4 OWNER OF PROPERTY**

NAME

Western Maryland Railway Company

(see continuation sheet)

STREET & NUMBER

Elgin Boulevard

CITY, TOWN

Hagerstown

VICINITY OF

STATE

Maryland

ZIP CODE

21740

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,

REGISTRY OF DEEDS, ETC.

New County Office Building

STREET & NUMBER

225 North Center Street

CITY, TOWN

Westminster

STATE

Maryland

ZIP CODE

21157

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

DATE

☐ FEDERAL ☐ STATE ☐ COUNTY ☐ LOCALDEPOSITORY FOR
SURVEY RECORDS

CITY, TOWN

STATE

7 DESCRIPTION

CARR-13

CONDITION		CHECK ONE	CHECK ONE
<input type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input checked="" type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input checked="" type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED DATE _____
<input type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The Union Bridge Station of the Western Maryland Railway Company is located on the north end of Main Street, Union Bridge, Maryland.

The station's two main buildings are arranged with their south facades lengthwise fronting the railroad tracks. Midway between them is a small, square-shaped, wood-frame baggage room. The shed-style platform roof, supported with ornamental scroll brackets, limestone braces, and pendants, connects all three buildings.

The two main buildings are seven bays long and two bays deep. Executed in American common bond, they rest on patterned ashlar foundations with a smooth granite water table. Both have inside end chimneys and pitched roofs covered with silver glazed tile known as "fox tile."

The old office building, situated along Main Street, is two and one-half stories, rectangular-shaped, and based on a central hall plan. Its south facade has a five-panel door in the central bay with wood molded trim and a three-light transom. On each side of the door are three bays of windows; the central window is slightly wider than its two adjoining windows. The windows are trimmed with flat gauged brick arches with white limestone keystones. This trim continues around the building on the two first floor windows on both the east and west facades. The north facade's seven windows, which are arranged in the same manner as those on the south facade except for an undersized window in the central bay, have gauged brick keystones in the brick arches. A belt course of brick distinguishes the division between the first and second floors. The south and north facades on the second floor have three bays: a central window flanked by windows with sidelights and ornamental scrollwork on the muntins. The second floor of the east and west facades has a window in each bay. The upper trim for these second floor windows is the smooth unadorned frieze of the entablature, which has a molded cornice. The gable ends have an architrave cornice and a window of three round-headed openings trimmed with segmental brick arches.

The second building is one and one-half stories and is a variation of a cross-shape. It functioned as the passenger depot and has two waiting rooms, therefore it has two entrances on each of the major facades and a central passage connecting them. The south facade has a central projection on the main floor containing a seven-bay window. Symmetrically placed on each side of this projection is a three-panel door with three-light transom and a window with the flat gauged brick arches and limestone keystones. Above is a gable in the roof which has an arrangement of three windows with an elliptical window above them, all ornamented with the keystone arches, the elliptical window having four keystones. The north facade has a central pavilion with beltwork quoins and a triangular pediment. The main story of this projection has three windows. In the pediment is the same window arrangement as the gable in the south facade. The rest of this facade has a door and window arrangement that also corresponds to that of the south facade. The east and west facades contain two windows with the flat arches and keystone trim. The gable ends

see continuation sheet #1

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

FOR NPS USE ONLY

RECEIVED

DATE ENTERED

Union Bridge Station

Carroll County,

Maryland

CONTINUATION SHEET

ITEM NUMBER 4, 7 PAGE 1

OWNER OF PROPERTY

Western Maryland Railway Historical Society, Incorporated
c/o Chip Kraft, 5 East Broadway
Union Bridge, Maryland 21791

7. DESCRIPTION, continued

have semi-circular openings with segmental brick arches with limestone keystones. The building has beltwork quoins and a dentil cornice.

18 SIGNIFICANCE

CARR-13

PERIOD		AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION	
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE	
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE	
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN	
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER	
<input type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION	
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)	
		<input type="checkbox"/> INVENTION			

SPECIFIC DATES 1902

BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

Built in 1902, Union Bridge Station is representative of the rural railway stations constructed during the late 19th and early 20th centuries. The style and fabric of the structure are typical of the eclectic ideas found in the architecture of that period. For example, the passenger depot displays elements of the Greek Revival style, but is overtly transformed by the Victorian influences found on both buildings. Relatively unchanged from the time it was built, Union Bridge Station is a statement of the tastes of a prior generation.

The Union Bridge Station played an important role in the development of the surrounding countryside. The larger building at the station served as the main offices of the Western Maryland Railway Company. This not only brought jobs to the area, but the station also performed essential services for the businesses and farms and concentrated economic and social activity in Union Bridge. The railway's effect on Union Bridge serves as an example representative of the railway's asset to the nation and its significance in the growth of the country.

Presently the passenger depot functions as the local office of the Western Maryland Railway Company. The old office building has been purchased by the Western Maryland Railway Historical Society, Incorporated. The Society, organized in 1967, has an extensive collection of railroad artifacts and memorabilia and is currently working towards gaining larger public contact through summer visiting hours and a quarterly publication, the "Blue Mountain Express."

9 MAJOR BIBLIOGRAPHICAL REFERENCES

CARR-13

Land Records of Carroll and Frederick Counties, Maryland
Killough, Edward M. History of the Western Maryland Railway Company.
Baltimore, Maryland, 1940.
Williams, Harold A. The Western Maryland Railway Story - A Chronicle
of the First Century 1852-1952. Baltimore, Maryland, 1952.

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY two acres

UTM REFERENCES

A 18 312950 4382600
ZONE EASTING NORTHING

B
ZONE EASTING NORTHING

C

D

VERBAL BOUNDARY DESCRIPTION

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	CODE	COUNTY	CODE
STATE	CODE	COUNTY	CODE

11 FORM PREPARED BY

NAME / TITLE

Joseph M. Getty, Field Historian

ORGANIZATION

DATE

Carroll County Committee, Maryland Historical Trust January, 1976

STREET & NUMBER

TELEPHONE

210 East Main Street (301) 374-2605

CITY OR TOWN

STATE

zipcode

Westminster

Maryland

21157

12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL

STATE x

LOCAL

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

STATE HISTORIC PRESERVATION OFFICER SIGNATURE

TITLE

DATE

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

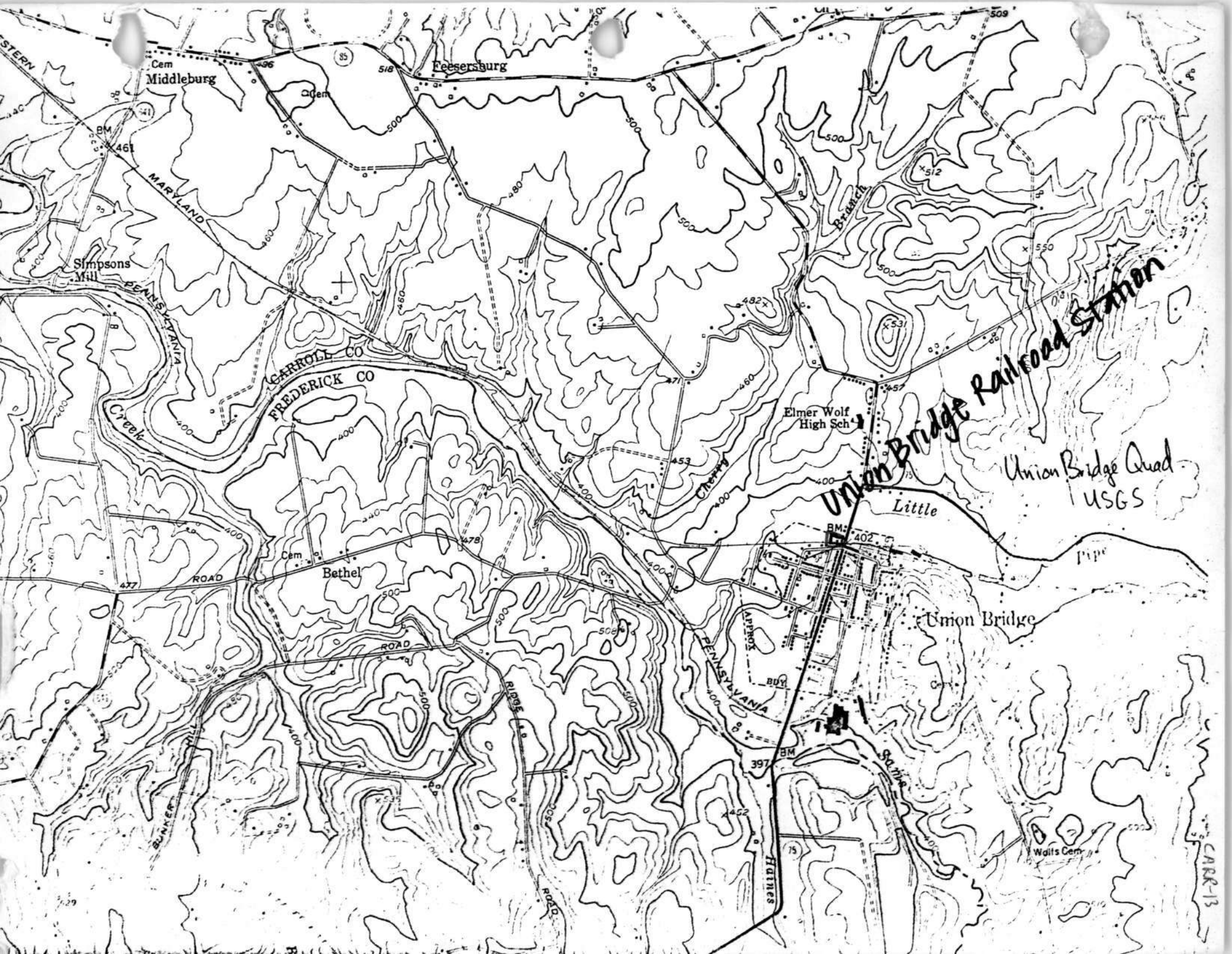
DATE

DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

ATTEST:

DATE

KEEPER OF THE NATIONAL REGISTER





CARR-13

Western Maryland Railway Station, Union Bridge Carr. 6. 13
Western Maryland Historical Society Museum
J.G. 1/76
south east elevation



CARR-13

Western Maryland Railway ~~Hot~~ Station Carr. Co. 13

Union, Bridge, Md. passenger depot

J.B. 1/76

south east elevation



Carr. Union Bridge
RR station

J. Getty 12/75

CARR-13



CARE-13

Union Bridge Railroad Station

Joseph M. Getty

1/1976

Neg - MHT



Western Maryland Railway Station Carr. Co. 13
Union Bridge Md. passenger depot

J.G. 1/76

north east elevation



CARR-13

Union Bridge Railway Station

Joseph M. Getty

12/1975

Neg-MHT



CARR-13

Union Bridge Railroad Station

Joseph M. Getty

1/1976

Neg. MHT